

Policies and Incentives to Encourage TOD in the Bay Area



Metropolitan Transportation Commission

Reconnecting America's Center for
Transit-Oriented Development

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Conditioning Transit Funds on Supportive Local Land Use

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 - b. Corridor Performance Measures
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1. Introduction

- Smart Growth Vision
 - Focus growth around transit
- RTP TOD Policy
 - Condition regional discretionary funds for Res. 3434 transit expansion projects on supportive local land use plans



2. What Makes a Viable TOD?

- Frequent, Convenient Transit
- Connections- Jobs & other Destinations
- Lots of Residents and Employees within walking distance
- Street Connectivity and Walkability
- Appropriate Mix of Uses
- Great Placemaking
- Other incentives: parking costs/availability, transit passes, flex time



3. Lessons Learned

National Review of Policies

- Consultant report “Task 2” available
- Lessons learned for the Bay Area
 - Flexibility and Local Control is Important
 - Tie Expectations to Local Markets and Political Realities
 - Provide Incentives to Create High Quality Station Areas
 - Reward Excellence

4. Living Near Transit



Who Lives and Works Near Transit in the Bay Area?

- Currently 23% of the region's population lives near transit
- Slightly smaller household size (2.5 vs. 2.7)
 - more couples and single people than families with kids at home
- Lower auto ownership rates (1.4 vs. 1.8)
- Fewer people use their cars to commute to work (62% vs. 81%).
- 39% of the region's jobs are now near transit

Who will Want to Live and Work Near Transit?

Housing

- Approximately 25% to 30% of Bay Area households in 2003
- Continued trend toward smaller households (singles and couples without children at home)

Jobs

- Transit-oriented jobs likely to grow slightly – up to 45% of all jobs.
- Corridors with strong existing transit-oriented employment centers will capture the greatest proportion of new transit-oriented jobs

5. Preliminary TOD Policy

- Corridor Performance Measures
 - Measures need to be:
 - straight forward for people to work with
 - understandable to the public
 - coordinated with the programs of other agencies
- Funding for Station Area Planning
- Implementation Process –
Corridor Working Groups are crucial

b) Corridor Performance Measures

- Options evaluated
 - Minimum percentage of transit riders to walk
 - Population / Jobs Development
 - Point System
 - Typology
- Population and Jobs measures preferred
- Urban design issues and station typology to be addressed in station area plans

Mode specific, corridor basis

- BART
- Light Rail
- Bus Rapid Transit
- Commuter Rail/Ferry

How to set thresholds

- Look to exemplary stations/corridors
- Incorporate economic viability for transit system
- Consider existing relevant policies –BART, FTA
- Evaluate Existing and Planned Development

Option 1: Population Residential only

	BART	Light Rail	Bus Rapid Transit	Commuter Rail/Ferry
Population				

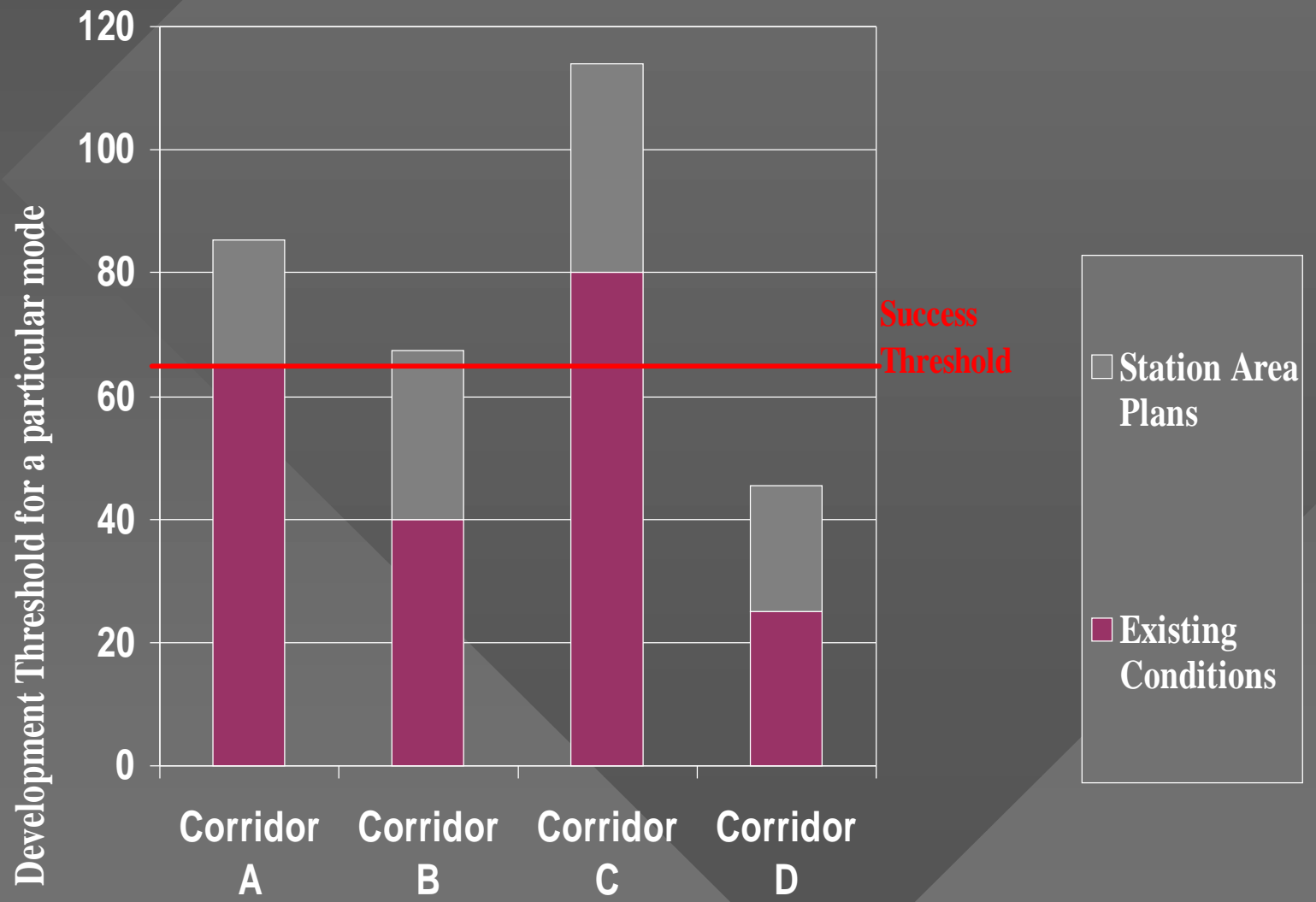
Average for the area around stations in the corridor, per square mile

Option 2: Population and Jobs

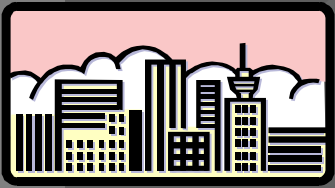
	BART	Light Rail	Bus Rapid Transit	Commuter Rail/Ferry
Population + Jobs				

Average for the area around stations in the corridor, per square mile

Corridor Development Threshold



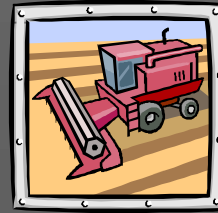
Corridor Goal: 28,000



7,000



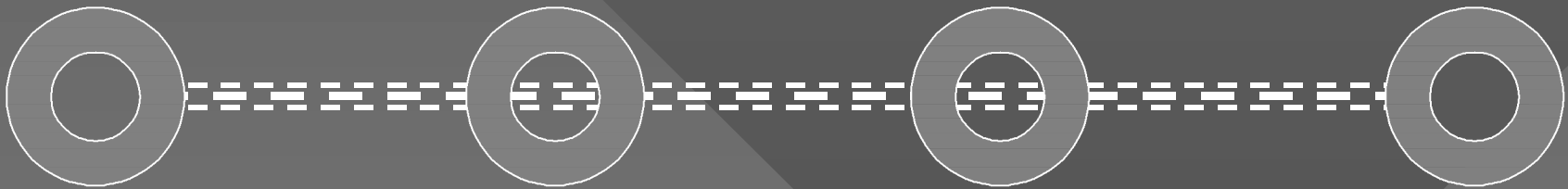
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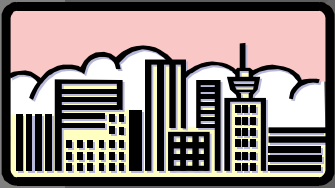
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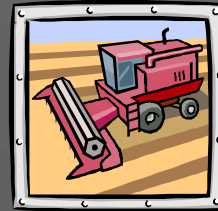
Corridor Goal: 28,000



12,000



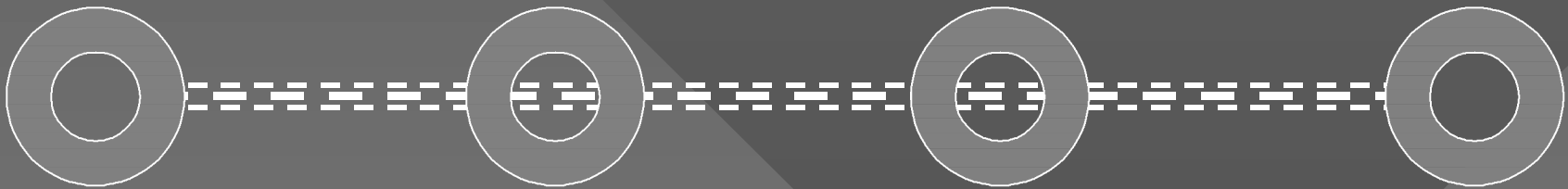
9,000



5,000



2,000



c) Station Area Plans

- Required for new stations and MTC funded
- Corridor Working Group, begin with addressing corridor conditions and thresholds
- Guidelines for elements
- May be coordinated with other station and local area planning efforts

d) Implementation Process

- Corridor Working Group is central
 - CMAs, transit agency, local jurisdictions, stakeholders
- Corridor evaluation against threshold
- Station area planning
- Adopt local policies to implement the plans

6. Next Steps

- Extensive Outreach –
 - Circulate White Paper
 - Discussions around the region – roundtables +
- Test the policy options in case study locations
- Revise / refine based on outreach, case studies
- Revise Res. 3434 in Spring 2005

Discussion Questions

- General comments
- *Is a performance measure at the corridor level the best approach?*
- *Is residential population around transit stations the best overall measure for TOD supportive land use, or should some measure of employment be incorporated?*
- *Should some minimum level of existing development be in place before final approvals for the transit project proceed into the construction phase?*